

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Rumania	REPORT	
SUBJECT	The Port of Constanta	DATE DISTR.	27 May 1955 25X1
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Many delays are always encountered in Constanta in loading a ship. Although port traffic is heavy, the delay is usually caused by various procedures of the port authorities and the lack of trained workers. The Rumanian maritime agency [] had much trouble in obtaining stevedores, food for the crew and documents. Actually the ship was in port nine days before loading was started. All ships have the same trouble except Soviet vessels.

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2. On previous trips to Constanta the crew members had not been allowed ashore, however, on this trip they were permitted to go into Constanta from 1700 to 2200 hours. Only the captain was permitted to go to the maritime agency during the day. To go ashore the following procedures were observed:

- A list containing the names of members of the crew who wished to go ashore and their job descriptions was submitted to the Securitatea. The Securitatea returned the list signed by an illegible name and provided with a seal which signified that the listed men could go ashore. Permission was granted to all crew members of [] ship.
- Upon leaving the ship, the men were required to show their identification cards to a member of the Frontier Guard on duty at the ship. Once on the wharf, the men go to the central exit which is located in the maritime station. At this point the police once again examine the identification papers. On occasions the police do not bother to examine papers at this point.
- After leaving the maritime station, one must pass through an iron grated door which is the only entrance to the port. A sentry box is located near that door and an armed frontier guard and a customs officer in uniform are on duty. The customs official, on this occasion, made a superficial examination to see if anything was being smuggled in.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
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The examination was mere formality

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At times the customs official on duty makes a more thorough search by checking pockets and cuffs of pants.

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To reenter the port area and return to the ship, the same procedure is followed.

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4. Life in Constanta is on a very low level. As soon as you enter the town you have the impression of entering into a prison; there is no ease, freedom or gaiety. When people see that you are decently dressed, they look at you with apprehension and avoid you. For a foreigner the show windows of the stores speak eloquently. In the main street, Stalin Boulevard, there are four or five show windows displaying some machines, radio sets, bicycles, textiles, etc. There are many advertisements outside, but nothing inside. In a restaurant formerly called "The Charm of the Sea", a meal consisted of soup, some meat, and fruit for 40 lei. In another restaurant 1.50 lei for beer which is served only once or twice a week. There is no wine available in any restaurant.

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5. There was no grain being exported from Constanta. The large silos in the port are empty. The lack of wheat can be felt in Constanta as there is very little bread available.

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6. ship was charged 100 pounds sterling for each day it stayed in the port of Constanta. The ship had to be towed approximately 300 meters and 250 pounds sterling additional was charged for this service. These prices are very high

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7. Soviet soldiers and civilians could be seen everywhere in Constanta and seemed to be in complete control of the city.

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